

CLASSIFICATION		25X1
COUNTRY	Test Center	REPORT
TOPIC	Jueterbog Airfield	25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	PREPARED	28 October 1955 25X1
REFERENCES		
PAGES	6	ENCLOSURES (NO. & TYPE) Two sketches on Ditto with legend
REMARKS		25X1
This is UNEVALUATED Information		
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1. The following air activity and aircraft were observed at Jueterbog airfield between 5 September and 1 October 1955:

5 September. There was no air activity. Instruction courses were apparently being held at the instruction rooms during the morning for officers and FM. At 1400 officers were engaged in firing practices while FM were seen drilling.

6 September. There was no air activity during the morning. At 1600, individual Il-28s flew over the firing range, where they were fired upon by AA guns and machine guns. At 1800, three jet fighters belonging to the northeastern hangars made individual flights. The jet fighters taxied under their own power from and to the hangars.

7 September. Until about 1500, there was no air activity, because of hazy and rainy weather. At 1500, one Il-28 took off for a flight of 40 minutes duration. During the morning, personnel were employed in maintenance work on aircraft.

8 September. At 1130, a total of 22 jet fighters with auxiliary fuel tanks were towed from the hangars to the eastern runway end, where they were parked in a line. The aircraft took off individually and in elements of two. Some aircraft practiced flying in formations of four at high altitudes. In addition to the jet fighters, an element of two Il-28s were involved in air activity. At 1700, air activity was terminated.

9 September. At 1000, one Il-28 towing a sleeve target crossed over the field, where it was fired upon by AA guns. At the same time, jet fighters, belonging to the north eastern hangars, were parked at the eastern runway end. At 1030, the aircraft took off and practiced flying in elements of two at intervals of 20 to 25 minutes. Flights were made during limited visibility. At 1330, three formations of eight aircraft each practiced flying. Within the formation of eight aircraft, two formations of four always flew in wedge formation. At 1400, jet fighters made individual flights. Air activity lasted until about 2100.

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10 September. There was no air activity. Maintenance work was done on the aircraft.

12 September. There was no air activity.

13 September. At noon, 18 jet fighters from the northern hangars practiced flying in formations of two and three. Aircraft returning to the field for landing crossed the next formation when flying over Markendorf. All planes flew at high altitudes and vapor trails were sometimes seen. Air activity was terminated at about 2000.

14 September. Twenty jet fighters from the western hangars made the same flights, as observed on the preceding day. At 1600, one transport aircraft landed.

15 September. Between 1000 and 1700, there was intensive air activity in which MiG-15s [redacted] were also involved. The latter aircraft had apparently arrived in the last preceding days, while the technical personnel of these MiG-15s had apparently come by transport aircraft on 14 September. Only individual flights were made. The planes were refueled by tank trucks parked in front of the northeastern hangars.

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16 September. There was bad weather and no air activity or aircraft were seen outside of the closed hangars.

17 September. The number of newly arrived MiG-15s apparently increased from 8 to 10. [redacted]

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At 1000, three formations of three MiG-15s [redacted] with auxiliary fuel tanks took off and headed toward Markendorf.

20 September. Between 0900 and 1100, 10 jet fighters from the western hangars made individual flights of about 25 minutes duration. At 0900, a twin-engine transport aircraft took off. At 1400, the MiG-15s [redacted] took off and assembled in two formations of three and one element of two. At 1800, one Il-28 escorted by two jet fighters practiced flying in the vicinity of the field for about 25 minutes.

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22 September. There was no air activity. The hangars were closed. Officers and personnel were employed in training.

23 September. At 1100, jet fighters from the northeastern hangars practiced flying. A total of 18 jet fighters were counted on the western runway end. Take-offs were made in elements of two; flights were performed in formations of four; and landings were made individually. All aircraft headed toward Markendorf. At 1600, air activity was terminated.

24 September. There was no air activity in the morning. [redacted]

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On that day, all officers and personnel wore gas masks. In the afternoon, jet fighters from the northeastern hangars took off and flew in formations of 4, 8, and 12 heading toward Reinsdorf, where three formations of three transport aircraft circled. Jet fighters dispersed formations and encircled the transport planes in elements of two. The transport aircraft also dispersed formations and circled individually over Reinsdorf airfield, while about 80

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parachutists bailed out. After the parachutists had jumped out, the transport aircraft and jet fighters left the field. At 1500, army, tank, engineer, and Artillery units marched at large intervals along the highway toward the direction of Baruth. These units were escorted by individual MiG-15s. At 2100, all roads within the vicinity were blocked. At 2200, trucks without lightings moved in close columns toward Baruth. During the night, MiG-15s flew over the highway mentioned. At 0430, all truck shipments were finished.

27 September. At 0700, three MiG-15s took off, headed toward Markendorf, and landed about 18 minutes later. At 0720, the next three aircraft took off. Air activity, in the same manner, lasted until about 1400.

At 1500, air activity by jet fighters from the flight control hangar started. These aircraft had [] practiced flying in formations of four and eight, heading toward Markendorf, until about 1800.

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28 September. At about 0700, 22 MiG-17s []

[] were parked at the western runway end. These planes took off in elements of two in rapid succession, assembled in formations of 8 or 12, and headed toward Gluecksburg-Cehna. Shortly before the first formations landed, the next aircraft took off. The interval between the take-offs of two elements of two was 20 seconds. The planes landed individually at intervals of 20 seconds. During air activity, 8 or 12 aircraft were always aloft at the same time. At about 1800, one Il-28 took off and headed toward Markendorf-Gluecksburg. Air activity was terminated at 1800.

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29 September. At 0900, jet fighters []

[] were involved in the same flight practices as observed on the preceding day. Twenty MiG-17s were involved in air activity. At 1600, one formation of Il-28s, consisting of one wave of three formations of nine aircraft and one wave of four formations of nine aircraft, crossed over the field coming from the direction of Luckenwalde and heading toward Gluecksburg. These Il-28s were escorted by jet fighters. The sound of the detonation of bombs was heard from the direction of Gluecksburg. A return flight of the Il-28s was not observed.

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30 September. Between 1000 and 1500, jet fighters from the northeastern hangars made individual flights at intervals of 15 to 20 minutes. Between 1600 and about 2000, jet fighters from the western hangars practiced flying individually. During the afternoon, Il-28s flying in the same manner, as observed on the preceding day, crossed over the field and headed toward Gluecksburg. These Il-28s were also escorted by jet fighters.

1 October. Between 0700 and 0930, MiG-15s []

[] made individual flights toward the direction of Gluecksburg. These MiG-15s took off at intervals of about 20 minutes, returned to the field after they had been aloft for about 10 minutes, landed, took off again after a stop of 2 minutes, remained aloft for 10 minutes, and then landed finally. MiG-15s were still parked in the northern hangar near the repair hangar. At 0930, MiG-17s [] took off in elements of two and assembled in formations of four. Each formation of four MiG-17s headed toward Gluecksburg and remained aloft for 20 to 25 minutes. After the return of one formation, the next formation took off. At about 1300, air activity was terminated. 1

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2. Sections of an Il-28, which had previously crashed, were transferred to the northern hangar near the repair hangar. ²
3. The discharge and rotation of personnel had already been started by 20 September. One transport flight daily was arranged and dispatched from Jueterbog-Altes Lager to the USSR. ³
4. On 7, 14, and 23 September, 12, 9, and 14 railroad tank cars respectively were transferred to the fuel depot.

5. The following air activity and aircraft were observed at Jueterbog airfield between 6 and 30 September:

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6 September. No air activity was observed between 1000 and 1230.

8 September. At about 1130, one jet fighter took off for a short local flight. Several individual take-offs were observed in addition to two take-offs by elements of two aircraft. Flying was practiced individually or in formations. It is thought that all aircraft left the airfield. [redacted]

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12 September. There was no air activity between 0900 and 1100. Two jet fighters were parked at the eastern runway end and 15 to 20 jet fighters were seen in front of the northern hangars. A radio truck with rod antenna was parked north of the runway.

14 September. Between 1400 and 1800, there was intensive air activity by MiG-17s. About 20 jet fighters, [redacted] were parked in front of the northeastern hangars, 10 jet fighters in front of the western hangars, [redacted] on the eastern runway end, and about 20 jet fighters, [redacted] in a line along the eastern runway end. [redacted] Twenty tank trucks and one fire fighting vehicle were parked north of the taxiway and two sedans were seen west of it.

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23 September. At 1530, about 20 MiG-17s took off in elements of two.

26 September. No air activity or aircraft were observed.

28 September. Between 1400 and 1730, there was intensive air activity by jet fighters, which took off individually and then assembled in elements of two. [redacted]

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29 September. Jet fighters [redacted] practiced flying individually and in elements of two. The aircraft headed toward the south.

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30 September. Between 1300 and 1430, about 8 individual take-offs by jet fighters, [redacted] were seen. After the take-off, the jet fighters crossed over the field at an altitude of about 3,000 meters and then headed toward the south. The first landings of these planes were observed at about 1350. [redacted]

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6. One two mast radio station and one Kniferest radar set, north of the northern hangars and southeast of the main gate respectively, were still at their previous reported position. During air activity, three radio trucks with rod antenna were observed. A single mast radio station was located at a flying lane about 800 meters east of the airfield. A four mast radio station, a two mast radio station, a radio station with Discone antenna and antenna with cross antenna, which was connected by two cables with a radio truck, were located west of "Blunker Teich" baths at Jueterbog. ⁴
7. Six 37-mm AA guns were observed at the AA gun emplacement at the eastern portion of the field. ⁵
8. On 8 September, one flatcar with sideracks and 1 boxcar were shunted from Jueterbog-Altes Lager railroad station to the airfield. The flatcar was loaded with two olive-drab crates, each having a length of about 4 meters, and a width and height of about 1.6 meters. Lifting lugs were mounted on each of the corners of the crates.
The boxcar was occupied by escorting air force personnel. ⁶
9. Sedans were observed in the vicinity of the airfield. ⁷
10. About 2 high-wing monoplanes and 4 biplanes were observed at Jueterbog-Damm airfield. There was intensive air activity on various days. Near the middle of the field was a braced single mast radio station. Quarters billets were occupied by air force personnel and soldiers, who wore artillery insignia. On 8 September, two sheds, about 70 meters long, were under construction. On 23 September, 9 twin-engine transport aircraft flew over Jueterbog-Damm airfield, at an altitude of about 1,000 meters. When crossing over the airfield a second time, about 60 parachutists bailed out of the aircraft in rapid succession and landed at the field. Subsequently the transport aircraft circled the area twice and landed in formations of three. At 1630 on 24 September, the airfield was again crossed over by a formation of nine transport aircraft at an altitude of about 1,000 meters and 6 to 8 parachutists bailed out. At 1650, the aircraft landed at the field in close order formation. Take-offs of the planes could not be observed. ⁷
11. Almost daily between 4 September and 7 October, there was air activity by jet fighters at Jueterbog airfield. Flying in formations and firing practices were observed several times. At 1100 on 5 October, 36 jet fighters, flying in 4 formations of 9 aircraft each, flew over the field, dispersed formation while making a local flight, and then landed individually. ¹
12. In late September and early October, intensive air activity by about 6 biplanes was observed several times at Jueterbog-Damm airfield. On 4 October, a large jet fighter formation crossed over Jueterbog-Damm airfield. ¹

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- [REDACTED] 25X1
1. [REDACTED] Comment. Jueterbog airfield is still believed to be occupied by two fighter regiments. During army exercises, the airfield was apparently occupied by an additional ground attack unit equipped with MiG-15s. There was intensive air activity. Formation flights especially were practiced. In connection with the maneuvers, Il-28 formations with fighter escorts, parachute jumps by 60 to 80 parachutists at Jueterbog-Damm airfield and Reinsdorf, flights by fighter-bombers and fighters, and flying on patrols by the transfer of personnel were observed. [REDACTED] 25X1
[REDACTED] 25X1
2. [REDACTED] Comment. The aircraft sections belonged to an Il-28 which crashed near Jueterbog in mid-August 1955. 25X1
3. [REDACTED] Comment. The earlier rotation of personnel, within the framework of the usual fall rotations, was also observed at other airfields in the GDR. 25X1
4. [REDACTED] Comment. The VHF DF station is reported for the first time. The attached sketch, see Annex 2, does not show if the dipoles of the station are arranged side by side or behind each other. The statements on the other radio and radar installations were reported previously. For Sketch, see Annex 1. 25X1
5. [REDACTED] Comment. The AA gun emplacement was reported previously.
6. [REDACTED] Comment. These crates probably contained jet engines.
7. [REDACTED] Comment. The shed, having a length of 70 meters, is reported for the first time. Information on Jueterbog-Damm airfield agrees with previous information. Parachute jumps observed on 23 and 24 September are connected with army maneuvers which were being held at that time. 25X1

[REDACTED] 25X1

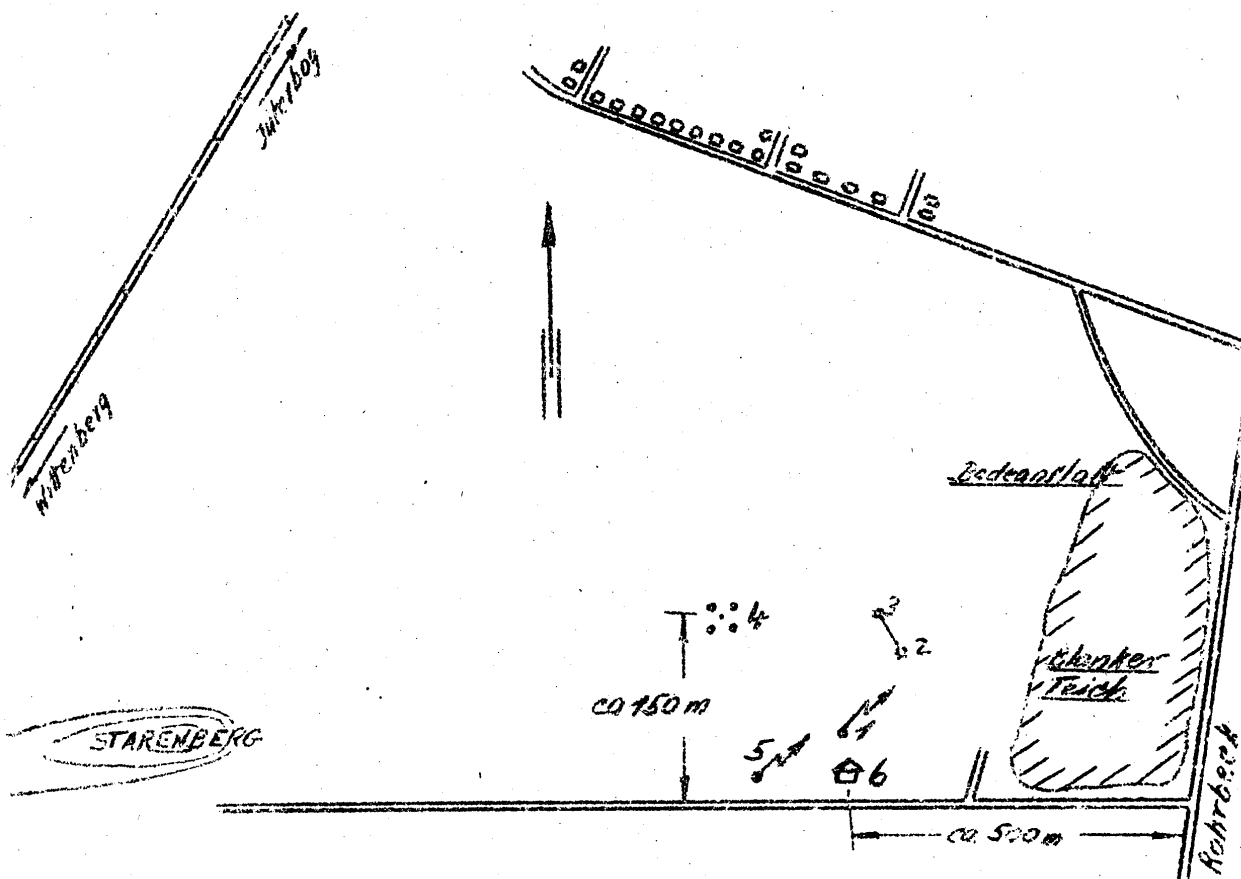
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Annex 1

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Location Sketch of Radio and Radar Installations at
Justerbog Airfield



Legend.

- 1 VHF DF set (see Annex 2)
- 2 Single mast
- 3 Single mast; masts 2 and 3 are connected with an antenna
- 4 Adcock DF set
- 5 Discone antenna
- 6 Wooden temporary building

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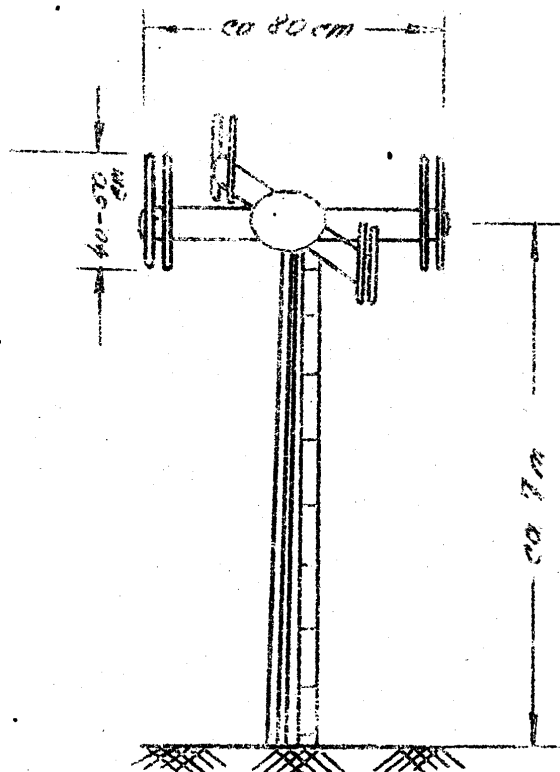
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Annex 2

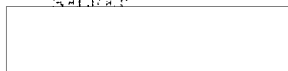


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VHF DF Station at Justerbog Airfield



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